

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4908. 號一廿月三年九十七百八千一英

HONGKONG, MONDAY, MARCH 31, 1879.

日九初月三年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monnaie, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Singapore, C. HEINSEN & Co., Malacca.

CHINA:—Messrs A. A. DE MELLO & Co., Singapore, CAMPBELL & Co., Amoy, WILSON, NICHOLS & Co., Foochow, HENDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$1,800,000 Dollars.

COUNT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—Hon. W. KESWICK.
E. R. BELLION, Esq. WILHELM REINERS, Esq.
H. L. DALRYMPLE, Esq. F. D. SASSON, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
A. McIVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.

MANAGER.

Shanghai, EVEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.

Hongkong, February 15, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3½ per Annum.
" 6 " " 4½ " "
" 12 " " 5½ " "

On Current Accounts at Rates which can be ascertained at their Office.

D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation,
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £2800,000.
RESERVE FUND, £150,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.

On Fixed Deposits,
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

For Sale.

RECENTLY ARRIVED. —AND— FOR SALE.

RODGERS'S CELEBRATED CUTLERY.

WATERLOO'S and DE LA RUE'S STATIONERY.

DESSERT and DINNER SERVICES.

TABLE GLASSWARE.

GENTS' TOOL CHESTS.

CABIN SUSPENSION and BULK-HEAD SWINGING LAMPS for OIL.

CABIN SWINGING CANDLE-STICKS.

SIGNAL and MASTHEAD LAMPS, (Latest Admiralty Regulation).

TUBE EXPANDERS, Assorted Sizes.

ENGINEER'S HAMMERS.

MATHEMATICAL INSTRUMENTS.

COPPER WIRE GAUGE.

SPIRIT LEVELS.

INDIA RUBBER SHEETS, Assorted Sizes.

INSERTION RUBBER, Assorted Sizes.

INDIA RUBBER DOOR MATS.

INDIA RUBBER SUCTION and DELIVERY HOSE.

CANVAS DELIVERY HOSE.

LEATHER BELTING.

A Large and Choice Assortment of American and English

ELECTRO-PLATED WARE.

NEW and POPULAR BOOKS,

INSTRUCTIVE and AMUSING.

EDUCATIONAL WORKS.

WORKS OF REFERENCE.

PRESENTATION BOOKS.

NOVELS, &c.

MUSIC & SONGS,

by First-class Composers.

OPERAS, MUSICAL INSTRUCTION BOOKS, &c.

A
Fine
Selection
of
SHERRIES.

Very Fine "O. K."

BOURBON WHISKY.

CHATEAU DE FRANDES.

(A fine full flavoured
Breakfast CLARET.)

BRANDIES. GIN.

LIQUEURS.

ALDS.
&c.

LANMERT, ATKINSON & CO.

Hongkong, February 21, 1879.

FOR SALE.

EUGENE RIMMEL'S TROPICAL FLOWER WATER.

TRADE MARK

SUPERIOR TO ALL SIMILAR PREPARATIONS.

VOGEL & Co.,
Sole Agents for China.

Hongkong, February 19, 1879. my10

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in an ACCOUNT OF BUSINESS CONTRIBUTED during the half year ended 31st December 1878, on or before March 31st, on which date the Accounts will be closed.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, February 25, 1879. ap1

THE CHINESE INSURANCE CO., LIMITED.

NOTICE.

MR. J. BRADLEE SMITH has this Day been appointed SECRETARY to the above Company.

By Order of the Board of Directors,
WM. REINERS,
Chairman.

Hongkong, March 24, 1879. ap7

NOTICE.

Estate of JAMES GYE, Medical Attendant at the Chinese Government Coal Mine, near Kelang, Deceased.

CLAIMS against the above Estate should be lodged with the Underigned not later than the 15th day of April, 1879.

A. FRATER,
H. B. M.'s Consul.

H. B. M.'s Consulate,
Tamey, 12th March, 1879. ap11

DENTAL NOTICE.

D. R. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next.

Hongkong, February 10, 1879.

NOTICE.
FROM the 1st of OCTOBER, DR. EASTLACK will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.
Hongkong, September 23, 1878.

Intimations.

LANE, CRAWFORD & Co.

ARE AGENTS FOR

CURCIER and ADETS' CLARETS. COURVOISIER'S BRANDY. CHUBB'S SAFES. WHITEHEAD'S STOUT. VAN HOBOKEN'S GIN. FOSTER'S BOTTLED ALE and STOUT. SILVER LIGHT LAMPS. FRENCH JAMS. Confiserie de St. James. STARKY'S GOLD LACE and OFFICERS' DECORATIONS. BAXTER'S CANVAS. KOHNSTAMM'S CHAMPAGNE.

W. T. ALLEN & Co.'s ORNAMENTAL IRON WORK. GILBEY & SONS' WINES. BASS'S DRAUGHT ALE. LETT'S DIARIES. ISIGNY BUTTER. TEACHER'S WHISKY. CONSTABULARY REVOLVERS. THE NEW LIFE JACKET. LONDON & CHINA EXPRESS, OVERLAND MAIL, and THE HOME NEWS.

LANE, CRAWFORD & Co.

Beg to call Special Attention to the following Departments:—

COAST ORDER DEPARTMENT.

ORDERS from the COAST or OUT-PORTS are Promptly and Carefully Executed. Goods not in Stock will be procured, if possible, in the Colony.

SPECIAL ORDER DEPARTMENT.

BOOKS, SCIENTIFIC INSTRUMENTS, ORNAMENTAL HOUSE or GARDEN FITTINGS, FURNITURE, PIANOS, MEDICINES, BILLIARD TABLES, ARMS, &c., &c., ordered from ENGLAND, at a Commission (all trade discounts being allowed) on the laid down cost, of 5 per cent. on amounts over, and 10 per cent. on amounts under \$100.

FORWARDING AGENCY.

PACKAGES of CURIOS, TEA, PRESERVES, &c., &c., forwarded to any Address in the UNITED KINGDOM by each P. & O. Mail, Charges in full collected either here or from the Consignees as desired. Particulars required with each Package are, Contents for declaration at Customs and value for insurance.

Hongkong, February 27, 1879.

EIGHT PER CENT. SILVER LOAN

THE CHINESE IMPERIAL GOVERNMENT,
Authorized by Imperial Decree dated the 14th Day of the Ninth Moon of the Fourth Year of Kwong-Sii (9th October, 1878.)

Haiquan Taels 1,750,000—Shanghai Taels 1,949,500 Stock.

In Bonds of Shanghai Taels 500 each, bearing Interest from 11th April, 1879.

The First Instalment of Interest being payable on 5th October, 1879, in HONGKONG and SHANGHAI.

The Bonds are redeemable at PAR WITHIN SIX YEARS (1884) by HALF-YEARLY (ACCORDING TO THE CHINESE CALENDAR) DRAWINGS.

PRINCIPAL AND INTEREST PAYABLE IN HONGKONG.

PRICE OF ISSUE—PAR.

THE HONGKONG AND SHANGHAI BANKING CORPORATION hereby

invites SUBSCRIPTIONS FOR SHANGHAI TAELS 1,787,000 of 8 PER CENT. Bonds at the Issue PRICE OF PAR, payable as follows:—

SHANGHAI TAELS 10 per cent. on application.

90 " 15 days after allotment.

100

The Bonds will bear interest at the rate of Shanghai Taels eight per cent. per annum, payable half-yearly according to the Chinese Calendar, as per annexed Schedule, at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai.

The first payment of Interest on the full amount of each Bond will be payable on 5th October, 1879, at the above-mentioned places.

The Bonds will be redeemed at par within six years (1884) by 11 half-yearly Drawings, commencing 5th October, 1879, of Shanghai Taels 162,500 each, the balance of the Loan, Shanghai Taels 162,000, being paid off on 9th August, 1884.

The Drawings will take place in Hongkong in February and August in each year, and the Bonds so drawn will be paid off at par on the respective dates specified in annexed Schedule at the Offices of the Hongkong and Shanghai Banking Corporation, in Hongkong (at current rate of Exchange for Demand Bills on Shanghai) and Shanghai, after which dates interest on the Bonds so drawn will cease.

The Loan has been authorized by an Imperial Decree, dated 9th of October, 1878.

The Loan, principal and interest, is specially secured by the hypothecation of the Imperial Maritime Customs' Revenue of the ports of Shanghai, Foochow, Canton, Ningpo and Hankow—the five Ports which have the largest Customs' Revenue of the Empire—to the extent necessary for the due payment of interest and repayment of principal of the said Loan.

The special hypothecation of Customs' Revenue to meet the charge of the present Loan is constituted by the deposit with the Hongkong and Shanghai Banking Corporation of Customs' Bonds, signed by the Viceroy and Governors of the respective Provinces in which the Ports referred to are situated, which Bonds will be held by the Bank in trust for the holders of this Loan. These Customs' Bonds will be received, in case of need, in payment of Customs' Duties.

Certified Translations of the Official Documents authorizing the Loan, may be inspected at the Office of the Hongkong and Shanghai Banking Corporation, Hongkong and Shanghai.

Default in payment of any instalment at the due date will render all previous payments liable to forfeiture.

If no allotment is made, the deposit will be returned in full; and if only a portion of the amount applied for is allotted, the balance of the deposit will be applied towards the payment of the final instalment.

Bonds to Bearer will be issued against Allotment Letters and Bankers' Receipts.

Principal Interest Total.

1st Instalment due 5th October, 1879.....162,500.00...69,825.81...232,325.81

2nd " 30th March, 1880.....162,500.00...69,825.81...232,325.81

3rd " 23rd September, 1880.....162,500.00...69,825.81...232,325.81

4th " 19th March, 1881.....162,500.00...69,825.81...232,325.81

5th " 12th September, 1881.....162,500.00...69,825.81...232,325.81

6th " 8th March, 1882.....162,500.00...69,825.81...232,325.81

7th " 1st September, 1882.....162,500.00...69,825.81...232,325.81

8th " 26th February, 1883.....162,500.00...69,825.81...232,325.81

9th " 21st August, 1883.....162,500.00...69,825.81...232,325.81

10th " 14th February, 1884.....162,500.00...69,825.81...232,325.81

11th " 9th August, 1884.....162,500.00...69,825.81...232,325.81

Shanghai Taels.....1,787,000.00 418,657.86 2,205,657.86

Applications (Forms of which can be obtained at the offices of the Bank) accompanied by a deposit of Shanghai Taels Ten per cent. will be received by the Hongkong and Shanghai Banking Corporation until the 15th day of April, 1879, on which date the allotment will be made.

For the HONGKONG & SHANGHAI BANKING CORPORATION, AGENTS

Issuing the Loan,

(Signed)

T. JACKSON,

Hongkong, 5th March, 1879.

Intimations.

Volume Seventh of the "CHINA REVIEW."

Now Ready.

No. 4—Vol. VII.

—OF THE—

"CHINA REVIEW"

CONTAINS—

Jottings from the Book of Rites.

Brief Sketches from the Life of K'ung-t'ing.

The Ballads of the Shik'ing.

Translations of Chinese School-books.

The Critical Disquisitions of Wang Ch'ung.

Alchemy in China.

Appendix to Wylie's "Coins of the T'ang Dynasty." "Hien Fung" Period.

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

A Few Petty Additions to Dr Douglas's Dictionary.

Trouts in China.

Ancient Vases.

Inheritance.

Greeting the Spring.

Adoption.

The Term Kwal.

Mongol and Yuen-pao.

Leasehold Usage.

Chinese Coins.

Coronation of the King of Lochoo.

The Ouyang Alphabet.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, March 21, 1879.

Notices of Firms.

NOTICE.

THE INTEREST and RESPONSIBILITY of

Mr F. GROBIEN in our Firm

CEASES To-day.

SANDER & Co.

Hongkong, March 1, 1879. ap1

NOTICE.

THE INTEREST and RESPONSIBILITY of

Mr WALTER SCOTT FITZ in our

Firm in Hongkong and China, CEASES on

the 31st December last.

Mr CHARLES VINCENT SMITH is

admitted a Partner from this Date.

RUSSELL & Co.

Hongkong, January 1, 1879. jy1

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHEW.

The Steamship

"KWANGTUNG,"

Capt. WESTON, will be de-

spatched for the above Ports on or

about the 2nd Proximo.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.

Hongkong, March 29, 1879. ap2

FOR SHANGHAI & YOKOHAMA.

The Steamship

"GLENCOE,"

Capt. GULLAND, will leave

for the above Ports on or

about the 2nd Proximo.

For Freight or Passage, apply to

JARDINE

Auctions.

BOOK AUCTION.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sales Rooms, Praya, on

WEDNESDAY,

the 2nd April, 1879, at 3 o'clock P.M.—A number of SCHOOL AND OTHER BOOKS, comprising: Reading Books, Dictionaries, Spelling Books, Arithmetics, Works on Astronomy, Geography, Arithmetic, Chemistry, History, &c., &c. English and Latin Lexicons. Ollendorff's German Method, German Geography, History, Grammar, &c. Field Exercise, Sailors' Horn Books, Manual of Gunnery, Sword Exercises, Juilli's Fortifications, Military Engineering, Modern Linguist, Tate's Magnetism, Sundry French Works, &c., &c. The whole will be on view on and after Tuesday.

Hongkong, March 29, 1879. ap2

PUBLIC AUCTION.

SUBSTANTIAL ENGLISH AND CANTON-MADE HOUSEHOLD FURNITURE, MANTEL-PIECE MIRRORS, ENGRAVINGS, CROCKERY-WARE, GLASS-WARE, PLATED-WARE, &c., &c., &c.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

THURSDAY,

3rd April, 1879, at 2 p.m., at the Residence of C. VOGEL, Esq., No. 2, Queen's Road.—The whole of his SUBSTANTIAL HOUSEHOLD FURNITURE, &c., comprising:—Brown Rep-covered Mahogany Drawing-room Suite, Marble-top Blackwood Round Table and Tea Poy, Sets of Canton Tea Poy, Flower Stands, Canton Vases, Mantel-piece Mirrors, Engravings and Chromo Lithographs, Fender and Irons, Lace Curtains and Cornices, Drawing-room Billiard Table with Marking Board, Cues, &c., &c., Teak-wood Dining Table and Whatnots, Sideboard, Arm Chairs, Green and Gold Dinner Set, Hand Painted Dessert Set, Glassware, Platedware, Cutlery, Ice Chest, Meat Safe, American Bed with Spring and Hair Mattresses, Couch, Chairs, Cheval Glass, Lady's Writing Desk, American-made Bureau, Wardrobe, Marble Top Toilet Table and Mirror, Marble Top Washstand and Services, Chest of Drawers, Clothes Horse, Bath Tubs, Commodities.

A COTTAGE PIANO, by DOERFEL STEINFELSER & Co. Catalogues will be issued, and the whole will be on view the day before the Sale.

TERMS.—Cash before delivery in Bank Notes.

Hongkong, March 19, 1879. ap3

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract.

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 6, 1879.

Notices to Consignees.

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for counter-signing, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Ex "Yangtze."

AL to Sir Martyn, No. 1, case Arms, from Marseilles.

Ex "Ava."

HAH (in cross), No. 107, Aldridge Salmon & Co., 1 case Bosley, from London.

Ex "Anadyr."

MF (in diamond) W M C (underneath) No. 16, Order, 1 case Umbrellas, from London.

AM Nos. 1/20, Mr A. Marty, 20 cases Wine, from Marseilles.

MS Nos. 101/05, Order, 6 cases Maccharandis, from Marseilles.

Mont. Joubert Hanoi, 2 cases Wax, from Saigon.

North China Ins. Co., 1 case Books, from London.

Hongkong, March 29, 1879.

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE S.S. *Glenfalloch* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Cargo remaining undelivered after the 4th Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, March 28, 1879. ap4

Intimations.

THE CREDITORS of GEPP & Co. are requested to send in all CLAIMS to the Undersigned, on or before SATURDAY, 5th April, 1879.

per pro. GEPP & Co. FRANK HYDE.

Canton, March 25, 1879. ap5

WANTED, for H. M. S. *Charlydis*, A MUSICIAN (Violin Player).

For terms, &c., Apply on BOARD.

Hongkong, March 25, 1879. ap1

NOTICE TO MARINERS.

No. 98.

CHINA SEA.

SHANGHAI DISTRICT.—WOOSUNG RIVER.

WOOSUNG INNER BAR SIGNALS.

NOTICE is hereby given that on and after the 31st March, 1879, Geometrical Signals will be substituted for the flags now in use at the Woosung Inner Bar Station, showing the depth of water on the Bar during the day.

An explanatory diagram, showing the signals which indicate the depth of water from 10 feet to 24 feet and which will show the same in approaching the signal station both from Shanghai and from seaward, is added herewith.

To indicate a rising tide a ball will be hoisted at the mast head.

In case of there being greater or less depths of water than here given, the number of feet will be signalled by the "Universal Code of Signals" at the mast-head, and the half feet by a red and white flag at the yard-arm.

By order of the Inspector-General of Customs.

GERALD E. WELLESLEY, Acting Engineer-in-Chief.

Imperial Maritime Customs, Shanghai, 31st Jan., 1879. ap1

Depth of water on Bar.	Signal	Depth of water on Bar.	Signal
10	▲	17½	●
10½	▲	18	●
11	▲	18½	●
11½	▲	19	●
12	▲	19½	●
12½	▲	20	●
13	▲	20½	●
13½	▲	21	●
14	▲	21½	●
14½	▲	22	●
15	▲	22½	●
15½	▲	23	●
16	▲	23½	●
16½	▲	24	●
17	▲	24½	●

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

NHEMIAH GIBSON, American barque, Capt. D. Bradford—Meyer & Co.

JOHANN FRIEDRICH, German brig, Capt. A. H. Kroncke—Wieser & Co.

GOLDEN FLEECER, British barque, Capt. James Whitehead—Gillman & Co.

ONEIDA, British ship, Captain S. Olympe—Gibb, Livingston & Co.

JAN PERER, German barque, Capt. Kih. Ewert—Meyer & Co.

URANUS, Norwegian barque, Captain L. Berg—Arnhold Karberg & Co.

CHOICE, British barque, Captain John Harrison—Douglas Laprak & Co.

ALICE, German steamer, Capt. Bunje—Order.

To-day's Advertisements.

FROM GLASGOW, LONDON AND SINGAPORE.

THE S.S. *Glenfalloch* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

Cargo remaining undelivered after the 7th Proximo will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, March 31, 1879. ap7

To-day's Advertisements.

NOTICE.

EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH CO., LIMITED.

THE Offices of the above Companies will be REMOVED to the First Floor "MARINE HOUSE"—Queen's Road Central, To-morrow, the 1st of April.

Hongkong, March 31, 1879. ap7

SHIPPING.

ARRIVALS.

March 30, *Me-li*, Chinese steamer, 131, R. Marsden, Hainan March 25, and Hainan 27, General—O. M. S. N. Co.

March 30, *Johann Schmidt*, German barque, from Whampoa.

March 31, *Charlton*, British steamer, 786, Johnson, Saigon March 23, Rice.

March 31, *Glenfalloch*, British steamer, 1900, Gulland, London Feb. 18, via ports of call, and Singapore March 24, General—JARDINE, MATHESON & Co.

March 31, 4 p.m., *Conquest*, British str., 317, Scott, Toulon March 26, 4 a.m., and Hainan 30, 7 a.m., General—E-SHUN Hong.

DEPARTURES.

Mar. 30, *Argyll*, for Saigon.

30, *Glenfalloch*, for Shanghai.

30, *Toulon*, for Tientsin.

30, *Hainan*, for Amoy, &c.

30, *Johann Friedrich*, for Whampoa.

31, *Hainan*, for New York.

31, *Saint*, for Chafco.

31, *Quintet*, for Saigon.

CLEARED.

Louis, for Nagasaki.

Bellona, for Bangkok.

Strathmore, for Hainan.

PASSENGERS.

ARRIVED.

Per *Glenfalloch*, from London, &c., Mr and Mrs Herlemann, Mr T. C. Galache, and 185 Chinese.

Per *Me-li*, from Hainan, &c., 5 Europeans, and 48 Chinese.

Per *Charlton*, from Saigon, 90 Chinese.

Per *Conquest*, from Hainan, &c., 52 Chinese deck.

DEPARTED.

Per *Glenfalloch*, for Shanghai, Messrs Jamieson, Macgregor, Allan, and Rutledge.

Per *Argyll*, for Saigon, 20 Chinese.

Per *Hainan*, for Amoy, &c., 70 Chinese.

SHIPPING REPORTS.

The Chinese steamer *Me-li* reports: Light N.E. winds and thick foggy weather. Anchored for 10 hours off the Ladronez owing to fog.

The British steamer *Glenfalloch* reports: Moderate breeze from N.N.E.

The British steamer *Conquest* reports: Left Toulon at 4 p.m. on the 26th inst., arrived at Hainan at 2 p.m. 28th, and left Hainan at 7 a.m. 30th. Throughout the passage experienced light Easterly winds and fine weather. In Hainan: German gunboat *Wolf*. On the 28th inst. saw U.S.M. Surveying-vessel *Maggie* at anchor off Cape Came.

POST OFFICE NOTICES.

MAILS will close:—

For BANGKOK.—

Per *Bellona*, at 10.30 a.m. To-morrow, the 1st April, instead of as previously notified.

For SAIGON.—

Per *Cassandra*, at 3.30 p.m. To-morrow, the 1st April, instead of as previously notified.

For SWATOW, AMOY, & FOCHOW.—

Per *Kyungtung*, at 5 p.m. To-morrow, the 1st April.

For STRAITS SETTLEMENTS.—

Per *Rudolfshir*, at 3.30 p.m., on Thursday, the 3rd April.

For PORT DARWIN, COOKTOWN, SYDNEY, MELBOURNE, &c.—

Per *Bowen*, at 3.30 p.m., on Thursday, the 3rd April. (Per rate ship rates.)

For BANGKOK.—

Per *Danube*, at 4.30 p.m., on Thursday, the 3rd April.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Galathea* will be despatched on TUESDAY, the 1st April, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

2.15 P.M. Registry of Letters closes.

2.30 P.M. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay can no longer be sent by this route.

Hongkong, March 28, 1879. ap1

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Amatons* will be despatched on SATURDAY, the 5th April, with Mails to and through the United Kingdom and Europe, via Naples to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Thibet* will be despatched on SATURDAY, the 13th April, with Mails to and through the United Kingdom and Europe via Brindisi or Southampton to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

MEMOS. FOR TO-MORROW.

Shipping.

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

Auction.

Books to be sold To-morrow, now on view at Messrs Lane, Crawford & Co.

General Memoranda.

WEDNESDAY, April 2:—

Daylight.—*Kyungtung* leaves for Coast Ports.

Glenfalloch leaves for Shanghai, &c.

3 p.m.—Sale of Books by Messrs Lane, Crawford & Co.

9 p.m.—Meeting of Zetland Lodge.

THURSDAY, April 3:—

2 p.m.—Sale of Household Furniture, &c., at Mr Vogel's residence, No. 2, Queen's Road.

4 p.m.—*Bowen* leaves for Port Darwin, Cooktown, &c.

FRIDAY, April 4:—

Goods per *Glenfalloch* undelivered after this date subject to rent.

SATURDAY, April 5:—

Noon.—French Mail leaves for Ports of Call and Europe.

MONDAY, April 7:—

Goods per *Glenfalloch* undelivered after this date subject to rent.

WEDNESDAY, April 9:—

Citronum leaves for San Francisco.

SATURDAY, April 12:—

Noon.—English Mail leaves for Ports of Call and Europe.

TUESDAY, April 15:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

THE

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufacture is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 8.05 p.m.

THE CHINA MAIL.

HONGKONG, MONDAY, MARCH 31, 1879.

It would probably be presumption on our part to take exception to the decision arrived at by the Marine Court of Inquiry which recently sat to investigate the conduct of Captain S. Ashton in the loss of the steamer *Yesso*. The finding might, "from a landsman's point of view," appear to be very different from what it actually is—the conscientious opinion of three nautical gentlemen and two landsmen, who took great care and pains to arrive at the truth and to estimate fairly the amount of culpability on the part of Captain Ashton. It may, therefore, be as well at once to admit, seeing that a Marine Court is thus hedged up by the acknowledged ignorance of landsmen generally, that the judgment passed upon the above-named shipmaster was technically just and right. At the same time we cannot refrain from expressing our sympathy with the Court in view of the difficulties presented to its members in arriving at an adverse decision. It would seem, from a landsman's point of view, that the Court accepts every one of the facts as stated in the evidence, leading up to the fatal change of the vessel's course, to be correct and reasonable. But in paragraph 4 the Court gives what may be called a reason for its judgment, as follows:—

(4). From the evidence of all the witnesses examined the night appears to have been exceedingly dark, and the Court is of opinion that the Master should have used every means of ascertaining his position accurately, which he had means of doing, and which he neglected to do.

With all respect for the members of the Court, and in face of our admission that the judgment is technically a just one, we cannot but express a conviction that we have never in Hongkong seen a more slender case for suspension, while we have frequently observed—both in Hongkong and out of it—much worse cases which have been met with a severe reprimand. If we grant that Captain Ashton was in doubt of his position only until he saw Lamock Island with the vividness of a lightning flash, and that he was then and up to the time the vessel struck fully satisfied that he was right, any other means of ascertaining his position accurately may well have been left to be imagined—as indeed they are in the finding—and the mistake made would have been fairly atoned for had it been treated merely as an error of judgment. During a night that was "exceedingly dark" the Captain appeared to think he was committing no great error in trusting to the illuminating power of a brilliant flash of lightning; and were it not that we are now

speaking after the event, this action would not, from a landsman's point of view, have been deemed a serious blunder. Still, it may be that Hongkong Marine Courts have, over and above the important nature of their regular duties, to maintain a sort of Imperial strictness in such matters, beyond that shown by Courts held at the Consular ports in this part of the world, as a warning to those whose carelessness or neglect might otherwise be more frequently disastrous. This may or may not be so; but if it be any consolation to Captain Ashton to know that the mercantile community generally now retain as great an estimate of his carefulness as they did before the accident, we think he may safely take that assurance. The general opinion appears to be that the best men are liable to err, and that justice in the present case might have been satisfied with a severe reprimand. That there were redeeming features in this unfortunate business is abundantly apparent in the tone of the finding, especially in the concluding paragraph; and while dissenting from the Court in our

desire to withdraw its confidence in the present crisis.

The British Government will decide the conditions of peace but is not disposed to sanction annexation.

This latest news from Burmah are not at all reassuring. The latest advice to hand are by the *Glencoe*, who brings to hand the *Pingay Gazette* of the 18th inst., and advises from Rangoon, via Singapore, up to the 14th. Rumours were then current that communication with Mandalay had been cut off; the British Resident had not been heard of or from, for five days; although there was a telegraph line in existence; and the bazaar report was that the river just above the British frontier had been staked across, and boats laden with stone sunk in order to prevent any traffic. That something serious was afloat, and that the authorities were alive to the fact, was fully evinced by the fact that the *Fitzpatrick*, which arrived at Singapore on the 23rd, passed a transport going up full of European troops. The *Rangoon Gazette* of the 12th, says it has just transpired that 5,000 troops are expected immediately at Rangoon; but the cause for this sudden reinforcement to the regular force stationed in Burmah is kept a profound secret from the public. A Naval Brigade is on the point of starting up the river to our frontier.

A new steamer, belonging to the popular "Glen" line arrived in the harbour to-day. The *Glencoe*, which is commanded by Capt. Gulland, late of the *Glenartney*, was built by the London and Glasgow Ship-building Company, for Messrs McGregor, Gow & Co. owners of the Glen-line. Her run from London to Singapore occupied 3½ days, including all stoppages. She arrived at Singapore early on the morning of Sunday, the 23rd, and left on the 24th, and has made the run from London to this port in a few hours over 40 days, including all stoppages, and this smart passage has been accomplished by easy steaming. She is a splendid addition to the fleet, and Captain Gulland may be congratulated on his new command. No expense has been spared in making her a model of Naval architecture, and the smallest details have been attended to with evident care. Her dimensions are length over all 400 feet, length of keel 389 feet, beam 38½ feet, depth of hold 26½ feet, which gives her a gross tonnage of 2,914 tons. She is thus 30 feet longer than the *Glennagle*, and has 2 feet more beam, but is built on much finer lines. Her engines are compound inverted, and are fitted with all the latest improvements. The high pressure cylinder is 48 inches in diameter, low pressure 68 inches, and she has a stroke of five feet. There are two double-ended boilers, 18 ft. by 14 ft., with 12 furnaces; besides which there is a single boiler half the length of the other and fitted with 3 furnaces for use when a high rate of speed is required; the weight of the largest boiler is 55 tons each. The consumption of fuel varies at present from 30 to 35 tons per diem, but when opened up it is estimated that the consumption will be increased to over 60 tons. The boilers are also fitted with Weirs' patent boiler feed improvement feed-heater for raising the temperature of the feed water, a new arrangement for extracting gases so as to prevent chemical action, and an appliance for heating the lower part of the water in the boilers before the fires are lighted. The coal-bunkers are capable of carrying 1000 tons. The propeller weighs 1½ tons; its pitch is 26½ feet, and diameter 18 feet. The engines are worked on 550 H.P. nominal, but they are not impossible to say what the maximum power is, as she has not been opened up to the highest degree of expansion. The greatest number of revolutions she made coming out was 52, but it is thought she may easily make 57 or 58. Speaking tubes are provided from the bridge to the chart-room, and from the engine-room to the chief engineer's berth. The steering apparatus is so simple that a child could work it; and an apparatus for telegraphing steering directions from the bridge to the after wheel is also provided. The facilities for discharging cargo are, excellent, there being no less than five steam winches or cranes. She has accommodation for 20 first and 8 second class passengers, with any number of bath-room facilities. The officers and engineers have their own bath-rooms and even the sailors and firemen are provided with this luxury. The *Glencoe* is a model of perfection, and it is confidently expected that she will beat the *Glennagle* time, so that we may expect a 38 days' passage this year.

The following description of the *Glencoe* is given in the *Straits Times* by Mr. Burrows of the Singapore Pilot service:—

"The *Glencoe* is a handsome vessel, bark rigged, is commanded by Captain Gulland, who, it will be remembered, was in the *Glenartney*, and rescued the crew of the *M. M. steamer Melkay* when ashore in the Gulf of Aden. The *Glen* line of steamers up to the present time, has been one of the most successful and fastest lines of canal steamers; and although the *Glennagle* took the precedence last year in carrying home the new tea, the firm seem to place it beyond a doubt this year by building the *Glencoe*. Too much praise and credit cannot be given to them for this improvement in their steamers, and the *Glencoe* is certainly one of the finest and fastest merchant steamers I have as yet seen in Singapore. Mr. Bennett, her Chief Engineer, has been some time in the firm's employ and was with Captain Gulland in the *Glenartney* when the passengers and crew of the *Melkay* were rescued. She has large accommodation for 21st and 2nd class passengers and splendid between decks for troops. She came out all the way under easy steam and several days' runs exceeded 300 miles each day, and we understand that her guaranteed speed is 16 knots per hour. She leaves to-day for China, and we expect to see her here in May with the first Season's Tea for London."

Though the courtesy of Capt. Gulland were in receipt of a file of the Home papers up to February 21st, in anticipation of this mail, which will not be due till Wednesday; and from these we give several extracts in another column.

THE CAPE DISASTER.

FULL PARTICULARS.

The London *Times* of the 21st February, to hand by the str. *Glencoe*, has the following telegram received through Reuter's agency:—

Capetown, Jan. 27 Noon.—The following official notification of the disaster on the Tugela River, already announced by telegram from St. Vincent, has just been published here by command of the High Commissioner:—

"The High Commissioner states with regret that he has received a despatch from General Lord Chelmsford, dated Rorke's Drift, 23rd inst., stating that No. 3 Column had sustained a very serious loss on the previous day at the camp near Isandala, about nine miles from Rorke's Drift. Lord Chelmsford was himself in advance with the main body of the column. His Excellency states that the mounted police and several corps under Captain Shepstone's command, together with two battalions of the Natal native contingent under Commandant Lonsdale, proceeded to search the Isatpanas district. Major Dartnell, in command of the mounted troops, found in necessary to bivouac on the night of the 21st about 16 miles from the Isandala camp, and on the following morning Lord Chelmsford proceeded to strengthen the troops with the 2d Battalion 24th Regiment, under Colonel Degacher, and four guns of the Royal Artillery, under the command of Major Harness, the mounted infantry and two companies of Pioneers, the whole under the command of Colonel Glyn; the troops left Isandala consisting of five companies of the 1st Battalion 24th, two guns of the Royal Artillery, about 20 mounted infantry and mounted police, and 30 Natal Volunteers, besides numerous camp followers. The Rocket Battery, under Captain Russell, of the Royal Artillery, and five troops of the Natal Native Contingent, commanded by Colonel Durnford, R.E., arrived at the camp in the course of the morning. On hearing that the camp had been attacked the General at once moved back and found that it had been in complete possession of the Zulus. The tents and wagons were looted off. The General further states that the camp had been defended with the utmost gallantry, but our forces were overwhelmed by numbers. His Excellency did not arrive at the camp until nightfall, when he bivouacked with his troops among the bodies of his dead soldiers and those of the enemy. On the morning of the 23rd inst. his Excellency the General and the force with him reached Rorke's Drift without interruption, though large bodies of the enemy were seen in the distance.

"A determined attack had been made during the night on the commissariat station, which was occupied by a company of the 2d Battalion 24th Regiment, under Lieutenant Bromhead, the whole being under the command of Lieutenant Chard, R.E. These officers and their men made a most gallant and effective resistance. His Excellency states that it is reckoned that the attack on the Isandala camp was made by 15,000 to 20,000 Zulus, and that he cannot yet give any details of our severe losses. The latest accounts from authentic sources report that Major Dartnell and Commandant Lonsdale's forces at Rorke's Drift have had an engagement with the enemy, in which the British were victorious, with the loss of two natives of the Natal native contingent.

By command, "W. LITTLETON, Private Secretary."

The following telegram received by the Colonial Secretary from his Excellency the High Commissioner was published on Saturday evening as a supplement to the *Argus*:—

"There is no more news yet, except that the camp at Rorke's Drift was not taken nor the forts destroyed, as at first stated. The enemy made a night attack, but was gallantly repulsed by two officers and one company of the 2d Battalion 24th Regiment, supported by about 100 natives, with the loss, by the latest account, of only two killed on our side. Our worst fears as to the advanced camp are confirmed, and although no authentic list of killed has yet reached here, there is little doubt, we fear, that Colonel Pulleine and 14 officers of the 1st Battalion 24th Regiment, Major Smith and Captain Russell, Lieutenant Scott of the Native Carbiners, and Bradstreet, of the Buffalo Border Guard, were killed."

In the same supplement of the *Argus* the following telegram was also published from its special correspondent:—

"Telegraphic communication has been interrupted during the morning through a violent thunderstorm. No nominal return of the casualties sustained on Wednesday has been as yet received, but a further despatch from Lord Chelmsford states that the attack on Lieutenant Bromhead's camp at Rorke's Drift was repulsed in a most brilliant manner, in which two of the defenders were killed, and that when daylight came 900 dead Zulus were discovered round the fortified position.

"It is publicly stated, though the allegations cannot be accepted without reservations, that Lord Chelmsford's army was pitched at the time of the attack in its most unenviable position, having on its right flank the Isandala Hill and other ground upon the remaining sides which allowed no range to the rifle. It is also stated that the wagons were packed after the English fashion, without outspanning distances between them, and not lagged close up with disabooms stowed under the wagons in front. Fears have been expressed that no more than 30 out of at least 1,200 have been saved.

"An official notification to the citizens has just been published appointing places of rendezvous, and giving instructions as to what to do in the case of an emergency. Colonel Lanyon is expected here to-day."

TELEGRAMS.

(From Indian Papers.)

Rangoon, March 6.—A large fire broke out in Mandalay on the 26th February, and has destroyed about one mile of buildings, on the extreme outside of the city. There have been numerous casualties in consequence of the fire, and it is said murders have also been committed.

It is reported that the position of affairs at Mandalay is far from reassuring, and has been the subject of grave consideration on the part of the Government. The King is said to be excited with drink and half mad, and the war party at Mandalay to be in the ascendant.

Paris, March 8.—The Report of the Chamber of Deputies Committee accuses the Broglie Cabinet of an attempt to establish a Dictatorship; also of frequent violations of the constitution. The Roucheboud Cabinet is accused of attempting a coup d'etat.

London, March 7.—The official statement of Lord Chelmsford, with reference to the disaster to our forces in Natal, has been published and causes general dissatisfaction. The London papers attack Lord Chelmsford, and demand his removal from command. The *Standard* publishes a paragraph stating that it is not intended that Lord Chelmsford shall be superseded at present.

In the House of Commons the Chancellor of the Exchequer, replying to a question, said that he had not heard of British troops being ordered to Burmah, and therefore he presumed that the statement was untrue.

London, March 7.—In the Common this evening the Under-Secretary for India made a statement that in consequence of disturbances the Indian Government had deemed it right to send a reinforcement to British Burma of two Native Regiments and one British Cavalry Regiment.

Berlin, March 1.—The German Parliament has rejected the Bill giving the Reichstag powers to publish its members for the purpose of maintaining Parliamentary discipline.

Paris, March 7.—Reports of the Committee of Chamber of Deputies demand the impeachment of the Cabinets under the Duc de Broglie and M. Roucheboud. Government, however, has refused to accept the conclusions of the Chambers Committee.

Alahabad, Kutch, March 10.—A special telegram from London says Lord Chelmsford's despatch reports the misfortune as almost incomprehensible. He felt Isandala at two on the morning of 22nd, with Glyn's force to assist Dartnell who whilst reconnoitring had met a strong body of the enemy. Pulleine was left to defend the camp. Col. Durnford was ordered to bring the natives to his assistance. Lord Chelmsford reached Dartnell at 6; the enemy fell back with a slight resistance. At 9 Pulleine sent word that firing was heard on the left side of the front. Lord Chelmsford sent an aide-de-camp to the top of a high hill where he watched the camp with a powerful telescope for hours, but detected nothing unusual.

In the afternoon, Lord Chelmsford left his troops to prepare a night march, and was returning to Isandala with an escort when he met Commandant Lonsdale, who reported that he found the camp in possession of Zulu troops and then recalled (sic). He had reached camp after dark and found the Zulus had retreated. The forces spent the night amid the debris and the dead, expecting an attack. The despatch adds little news about the defence on Rorke's Drift on the Isandala. Lord Chelmsford says had the force taken up a defensive position in camp and hastily entrenched he feels confident that the whole Zulu army would have been unable to dislodge them. The *Times* in a leader says but for Lonsdale's warning Lord Chelmsford and staff must have fallen into the hands of the enemy.

Bombay, March 10.—The latest advices from Natal describe the general situation as unchanged. Colonel Pearson's column at Ekowe had been attacked by a large number of Zulus, whom he repulsed, at the same time inflicting an enormous loss on them and pursuing them for a long distance after the action.

The condition of affairs in the Transvaal is disquieting in consequence of the hostile attitude of the native Chieftains.

London, 10th.—Central Asian advices state that tranquillity has been re-established at Mazarsherif, and that Yakob Khan has been proclaimed Amir of Afghanistan.

Paris, 9th.—The Chamber of Deputies will probably reject the motion for the impeachment of the Cabinets of the Duc de Broglie and M. Roucheboud. Marshal MacMahon demands that if the resolution for their impeachment be adopted he shall be included.

Police Intelligence.

Both Magistrates sat on the Bench to-day. There was rather a heavy day's work, although none of the cases were of very great interest nearly all being of the every-day pilfering order. There was, we were glad to see, only one case of drunkenness. In the case of burglary at Murray Barracks, Leung A Hing, a Marine hawk, was brought up as the 2nd defendant. It appears that Sergeant Toomey arrested him for being found in possession of a cigar-holder which proved to be part of the property stolen from the barracks. The defendant gave contradictory stories as how it came into his possession. The case was again remanded till the 6th instant as at first arranged, the 2nd defendant being admitted to bail in one surety of \$120.

A determined attempt to commit suicide was made by a man named On, one of the sailors lately released from the charge of being concerned in the murder of the Captain and officers of the *Kate Waters*. It appears that he was detained on board the Police Hulk with the other witnesses, and at about 11 o'clock this forenoon, On was observed by P. C. Peterson to rise suddenly from the starboard side of the deck, and deliberately run to the gangway and jump overboard. He could be plainly seen swimming downwards, and he sank twice. When he rose to the surface the third time his clothes were hooked, and he then attempted to rip his clothes off, and it was only with much difficulty that he was rescued. The would-be suicide, who was brought before the Magistrate to-day, said that he fell overboard accidentally. He was remanded for one week.

Chan Ahi and Wong Kai, two fishermen, were committed for trial on a charge of larceny from a dwelling house at Yoh-mah-ti. The first defendant is only 17 years of age, and has been three times convicted for larceny; the second is only 22 years of age. Chan A-tai for stealing a clock was sent to four months' imprisonment with hard labour; Cheung A-sing, a seaman, got two months for attempting to steal some planks; Tan A-ling, a rice pounder and an old offender, was sent to four months' hard labour for stealing a pair of shoes valued at 15 cents; and Trung A-luk, a servant unemployed, was sent for four months' hard labour for creating a quantity of wearing apparel the property of his brother. He had asked his relatives to pay his passage to California and they refused to do so; he took this means of providing the necessary funds. Lo A-Hoi, a carpenter, was fined \$10 for falsely representing himself as the householder of a certain property in the Queen's Road. He admitted the charge, but said that his brother was the owner of the house, and was absent from the colony.

SUPREME COURT.

IN ADMIRALTY.

March 31, 1879.

Before His Lordship the Chief Justice, with Capt. Cleveland, R.N., H.M.S. *Iron Duke*, and J. P. McEwen, Esq., Acting Harbour Master, as Nautical Assessors.

Promoveit—Kwok AYONG.

Impugnait—SCHULTZE, Master.

This was a claim for damages for the loss of the stone junk *Sun Hop Lee*, which was sunk by collision with the *S. S. Yangtze*, of which lat'er vessel the Impugnait was and is the master. The Hon. J. Russell, (Acting Queen's Advocate), instructed by Mr. Broeton, to act for the Impugnait; and Mr. J. J. Francis, instructed by Mr. Donny, for the Promoveit, Evidence was heard on the 18th and 19th instant, and the arguments of Counsel on the 24th.

On the Court sitting to-day, His Honor the President, said he did not until this morning know that he would have from the assessors so decided and conclusive a finding, and he had not called this sitting of the Court; but when he was informed of the findings of the assessors, he thought it best to call the Court together, and have the case disposed of, as owing to Capt. Cleveland's movements being so uncertain it might be that they would be unable to have the deliverance given, as he desired it to be, with the two assessors present. The facts of the case were entirely nautical; the reasoning on them was necessarily nautical; and the whole question in the case was the nautical question of how far and in what respect the rules of the road at sea had been disregarded by one party or the other in this case so as to lead to the collision. The assessors had eliminated the facts from the evidence, and had stated them with a clearness which he could not have attained, and had come to a very decided opinion on these facts, an opinion in which generally he concurred. He would therefore call on Captain Cleveland now to repeat in Court the views and findings of the assessors, which had been already communicated to him (the Chief Justice) in private.

Captain Cleveland read the opinion of the assessors as follows:—

As to the facts of the case we find:—

1. The *Yangtze*, an English steamer of about 800 tons register, Schultze, Master, left the buoy off Victoria, Hongkong, about 6 p.m. on February 6th, 1879, bound for Shanghai; she altered course as requisite with the engines going slow till she was clear of the shipping, when the speed was increased to full, which gave her generally 7 knots an hour, and the course set to E. by S. heading for the Northern side of the Ly-e-moon Pass. The weather was fine; it was moonlight, though the moon had not risen about the hills. The tide was moderate from N. E., and the tide was running about 1½ mile to the westward, being "half-flood." The lights were burning, and one look-out-man was placed on the starboard bow. The Captain and Officer of the watch being on the bridge, about 6.30, half an hour after leaving port, a junk was sighted a little on the starboard bow, about one point, and distant about three quarters of a mile, veering as nearly as could be seen with the night glasses, on a parallel and opposite course to the steamer. Shortly afterwards, about 6.35, the master of the steamer reported his helm, and altered course to starboard, till the junk was brought two points on his port bow, and then continued at full speed for about 7 minutes. The junk being then close upon the port bow, and a collision appearing inevitable to the Captain, he gave the order to put the helm hard to starboard, and shortly afterwards, to slow, stop, and reverse; but almost instantaneously the steamer ran into the starboard side of the junk, which proved to be the *Sun Hop Lee*, 25 feet from her stern, and cut her in two, the steamer finally losing her way at three or four of her own lengths. She then lowered a boat, and picked up one Chinaman. The collision took place about a quarter of a mile north of Quarry Point.

"2. The *Sun Hop Lee* is a licensed junk, of about 60 tons, commanded and manned by Chinese. She had twenty passengers on board, and being laden with stone, left Sui wan at about 6 p.m. on February 6th, bound to Victoria, Hongkong. She was apparently coasting along from headland to headland. About 6.30 the same evening she passed a Danish brig lying at anchor between the headlands of Aldrich Bay, and about the same time saw a light on starboard bow, and when close to, discovered it was a steamer. The helm was starboarded when the collision was inevitable, but the steamer (which proved to be the *Yangtze*) struck her 25 feet from the stern, on the starboard side, and cut her in two. Every one was pitched into the water; seventeen were picked up by the pilot boat of the Danish brig, one by the boat from the *Yangtze*; two drifted on shore.

As to the arguments based on these facts. There are four of the rules applicable to these facts, namely Nos. 16, 18, and 20; Nos. 15, 16, and 20 to the steamer and No. 18 to the junk. It is therefore necessary to determine when and where each of these rules became and remained operative—if at all—and to what extent they were regarded or disregarded by either or both of the parties.

1. At 6.30 when the steamer first sighted the junk there was no risk of collision. The junk was on the starboard bow of the steamer, and both vessels were steering a parallel and opposite course. The conditions were therefore those of perfect safety, so long as no change of course was made by either party, and consequently none of the rules were applicable.

2. Under the impression that the junk had changed her course slightly to starboard, an impression not borne out by the facts, about 6.35 the master of the steamer reported his helm, bringing the junk two points on his port bow. By this manoeuvre, based upon an erroneous supposition, he foresaw a position of safety, and immediately came within the operation of Rules 15 and 20.

3. Although the master distinctly saw how the junk was steering at 6.30 and 6.35, it certainly appears from the facts that he did not continue to watch her movements so closely afterwards; for at 6.40 he found her close under his port bow; and inasmuch as he slowed, stopped, and reversed, with as much rapidity as possible, he obeyed the letter of Rule 16. But the speed was excessive—as indicated by the fact that she ran 600 to 800 feet after passing through a heavily laden junk, and having her engines reversed, before she could be brought to a stand still.

Moreover, starboarded his helm did not tend to keep his ship out of the way of the junk, but on the contrary contributed to bring her into collision, thereby infringing Rule 15.

4. The junk held her course, stretching from headland to headland, till the collision became inevitable, when she starboarded and brought herself under the operation of Rule 18.

Opinion.—1. As the master altered course in the first instance without ascertaining more accurately how the junk was steering, thereby forsaking a position of perfect safety for one involving a risk of collision, we consider he has infringed Rule 15, inasmuch as he did not do all a prudent commander would have done to keep out of the way of the junk. He has also infringed Rule 20 in not adopting the precaution of going at a slow speed when navigating in narrow waters at night.

2. When the junk was close under the port bow of the steamer, by starboarded his helm the master contributed to the collision, thus infringing Rule 15. He obeyed the letter of Rule 16, by slowing, stopping, and reversing.

3. Though the junk starboarded her helm instead of keeping her course, this was only done when the steamer was close on board of her, and in our opinion did not contribute to the collision.

4. In our opinion the *Yangtze* was alone to blame for the collision.

The President of the Court entirely concurred with the conclusion come to by the assessors that the *Yangtze* was solely to blame. He must say that he was inclined to think that the *Yangtze* was in the wrong from the first, in not taking such a course as would have given the junk so wide a berth that there would have been no risk of a collision. From that moment she was in fault. He had very carefully considered in connection with this case that of the *Ocean*, where the same principle was maintained; and after much consideration in England, even although the decision was believed to very gravely affect the owners of the steamer, no appeal was taken. The Captain of the *Yangtze* was an honest and respectable man, and the case was no doubt one of those unfortunate accidents which may happen even when the best men are engaged. But it was proved that he had taken a course which an ordinary man would not ordinarily take, and therefore he was in error, and had subjected his vessel to the consequences. The decision would be that the collision was occasioned solely by the mismanagement of the *Yangtze* and in no way by the management of the *Sun Hop Lee*, and that the owner of the *Sun Hop Lee* was entitled to indemnification for the loss occasioned through the fault of the *Yangtze*. It would be for the Registrar to certify for the amount of such loss, and order would be made that the same be paid by the *Yangtze* to the owner of the *Sun Hop Lee*. The costs of the Promoveit would be paid by the Impugnait. The order would be made with the case of the *Ocean* as a general guide as to form.

CHINESE IMMIGRATION AT SINGAPORE.

The judgment delivered by the Chief Justice, Sir Thomas Sidgreaves, in the appeal by Captain Wharton, S. S. *Ceybrooke*, against the decision of the Senior Magistrate in an action brought against him by the Chinese Protectorate appears in the last Straits papers to hand. The facts of the case are very simple. Capt. Wharton arrived in harbour from China at 11 o'clock at night with 390 Chinese passengers on board; of whom 209, whose passages had been paid, were for Singapore, and these landed before being inspected by the Chinese Protector. For permitting them to land before inspection, Captain Wharton was fined \$100, under Section 11 of Ordinance No. 2 of 1877, Chinese Immigrants.

The Chief Justice has quashed the conviction, and points out that while the object of the ordinance seems to be to detain the immigrants on board until the arrival of the Protector of Chinese Immigrants personally, or by deputy, and the 6th and 7th sections of the Ordinance the Protector of Chinese Immigrants full power to detain them in the Depot for the purposes specified in the Ordinance, there is no power given to the Master to detain passengers who have paid their passages after their arrival in port, and if a Captain took that view of his duty he might, as Mr. Davidson pointed out, place himself in a very unenviable position. By detaining the passengers against their will, though they submitted peaceably to it, he might render himself liable to an action for false imprisonment, or might be proceeded against criminally under Section 342 of the Penal Code for wrongful confinement, and the extent of the punishment for that offence is one year's imprisonment of either description; or \$300 fine, or both. If the passengers resisted this unlawful detention and attempted to get on shore, and were forcibly detained by the orders of the Captain, supposing that he had the means of enforcing them, then he would make himself liable to either civil or criminal proceedings for assault as well as for wrongful confinement, and even if the Ordinance could be supposed to intend such a dangerous proceeding on the part of the Master, yet it is obvious that the moment he has reported "forthwith," the obligations cast upon him have altogether ceased. It then becomes the duty of the Master-Attendant or Harbour-Master to inform the Protector of Chinese Immigrants, and the Protector of Chinese Immigrants is either personally or by an officer of his department to go on board forthwith, and if after such report and before the arrival of the Protector of Chinese Immigrants, the immigrants or any of them have left the ship, it is clearly not the Master who is to blame. Going fully into the evidence the Chief Justice comes to the conclusion that the reporting of the vessel by the appellant to the Master-Attendant's Office up to the time of the witness's going on board was an impossibility. Witness says the office was closed when he started from his morning, and we must assume from his evidence also that it was closed at 11 p.m. when the ship arrived. If that were so, it was an impossibility for the Captain to have reported up to that time directed by the ordinance, and no public law or local ordinance can compel a Master of a ship or anybody else to do an impossibility. There was no evidence given as to when the Master-Attendant's Office was open that morning, and there was no evidence given as to whether the Captain had not reported as soon as the office was open, which would have been complying with the reporting "forthwith" directed by the ordinance. It is quite consistent with the whole of the evidence that the Captain

did report forthwith—at all events the prosecution entirely failed to establish that he did not, and the conviction therefore cannot be sustained.

THE PELLEW ISLANDS.

A paragraph in the Hongkong papers announces that "so much suspicion attaches to the reported wreck of a British barque off the Pellew Islands, that on representations made by Lloyd's, a man-of-war from the China station has been ordered to proceed to the wreck to make enquiries."

It will be recollected that in 1866 or 1867 H. M. S. *Porpoise* was sent to these islands to enquire into the murder of a Captain Cheyne who had for many years traded among these and the neighbouring groups. Full enquiries were made and the then king was shot by order of the Captain of the *Porpoise*, the executioner (a volunteer) being the king's brother. For some two or three years after this the islands remained quiet, with the exception of one or two forcible robberies of foreigners, but which were unattended by violence. In 1873 or 1874 (we forget the year) a foreigner, residing on one of the larger islands of the group, was attacked and out down by some seven or eight natives. The victim eventually recovered and went to Hongkong where he laid the matter before the Commander, by whom he was told that the matter was beyond his jurisdiction and that it must be referred to the Admiral or Commander on the Australian station. The foreigner having, after the attack made upon him, been robbed of nearly all he possessed was unable to pursue the matter further and it there dropped.

In 1875 H. I. G. M. S. *Hertha*, which had gone down wreck of one of the groups in Pacific to make enquiries as to some insults offered to the German flag, called into the Pellew, and Captain Knorr informed the British subjects who were there that he had been authorized to look into any complaints that might be made against them by the natives or *conversely*. The man who had been out down by the natives had died in the meantime, but some friends of his who were there represented the affair to Captain Knorr, who called the principal chiefs together and told them that in future a man-of-war of some nationality would call there every three or four months and that any further outrage would be severely punished; the natives were also ordered to restore the goods they had stolen; whether this was done or not we are unable to say, most probably not, for shortly after his departure some other foreigners were severely handled and robbed. Without accusing any one of mistaken leniency we think we may safely say that a little wholesome severity would have had a beneficial effect. If the unfortunate vessel referred to above has been cut off and the crew murdered, we hope that such a lesson will be administered that a similar case will not occur again, and, as the Pellews are within a few days' journey of Hongkong a gunboat might be occasionally sent down there to look. More than one vessel has been cut off at that point (or were not very long ago) natives living who recollect the affair and boast of them.—*Hogo News*.

Quotations.

Hongkong, March 31, 1879.

Opium.—New Patna, cash, \$555
" Old " cash, " "
" New Benares, cash, 530
" Old " cash, " "
" New Malwa, credit, 780
" Allowance " Tels, " "
" Old Malwa, credit, 780
" Allowance " Tels, " "

Exchange.

Bank, Wire, " " " 3/6
" 30 days sight, " 3/7
" 6 months sight, " 3/7
Credits, " " " 3/7
Documentary, 6 months sight, 3/7
India, Wire, " " " 2/17
" demand, " " " 2/19
Shanghai, demand, " " " 72 1/2
" 30 days sight, " " " 73 1/2

Shares.

Hongkong Bank, 35 % prem.
Union Ins. Society of Canton, \$1,450
North China Ins. Co. Tls. 1,250
China Traders' Ins. Co. \$1,800
Yangtze Ins. Assoc. Tls. 700
Chinese Insurance Co., \$280
H.K. Fire Ins. Co., \$700
China Fire Ins. Co., \$168
H.K. & W. Dock Co., par.
H.K. C. & M. S. Boat Co., \$9 dis.
Shanghai Steam Navigation, Tls. 17
China Coast St. Nav. Co., Tls. 95, ex div.
Hongkong Gas Co., \$70
Hongkong Hotel Co., \$65
China Sugar Refining Co., \$120
Chinese Imperial Loan, 2113
Do. of 1877, £110.

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

Hongkong, March 31, 1879.

Barometer—9 A.M. ... 30.076
Do. 1 P.M. ... 29.990
Do. 4 P.M. ... 29.964
Thermometer—9 A.M. ... 73
Do. 1 P.M. ... 80
Do. 4 P.M. ... 79
Do. (Wet bulb) 9 A.M. 70
Do. Do. 1 P.M. 74
Do. Do. 4 P.M. 74
Do. Maximum ... 80
Do. Minimum over night ... 63

Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers, &c.—

VESSELS TO ARRIVE.

AT HONGKONG.

When left.	Name.	From.
Oct.	16, Rosine,	Cardiff
10, Hermann,	Bremen	
Nov.	21, Fulda,	Hamburg
20, Rosalie,	Cardiff	
Dec.	18, Blenheim,	Flushing
21, Kong See (s.),	London	
23, Glamis Castle,	Cardiff	
Feb.	2, Vale o' Doon,	Antwerp
8, Galaxy of Lorne (s.),	London	
12, South American,	Pennarth	
12, Ajax (s.),	London	
19, Vigilant,	Cardiff	

Intimations.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co.,
Proprietors.

Hongkong, November 29, 1878. my20

F. HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

SNOR—WELLINGTON STREET, opposite the Cathedral.

Hongkong, September 20, 1878.

To Let.

MARINE HOUSE, QUEEN'S ROAD.

East—GROUND FLOOR, consisting of OFFICES, COMPARTMENTS, QUARTERS, and GODOWNS.

West—A RESIDENCE, with Business Accommodation, complete.

Gas and WATER laid on.

Each of these Premises can be Let in whole or in apartments.

Apply to **E. R. BELLIOS.**

Hongkong, March 11, 1879. ap1

TO BE LET.

On Shameen—Canton.

THE SPACIOUS PREMISES lately occupied by Messrs OLYMPIANT & Co., comprising: DWELLING HOUSE, with GODOWNS, TEA and SILK ROOMS attached.

For Particulars, apply to **EDWARD DAVIS,** Canton.

Canton, March 12, 1879. ap12

TO LET.

OFFICES on the FIRST FLOOR, No. 8, QUEEN'S ROAD.

Apply to **J. NOBLE,** No. 8, Queen's Road.

Hongkong, March 13, 1879. ap13

TO LET.

PORTION of a HOUSE, very suitable for OFFICES and DWELLING, also for a STORE, Queen's Road Central. Possession 1st March next.

Apply to **LANDSTEIN & Co.**

Hongkong, February 4, 1879.

TO LET.

IN the Houses, on MARINE LOT 65, formerly known as the Blue Houses, situate on Praya East:—

FIRST FLOORS of Nos. 2 and 4, Praya East.

As also,

A FRONT and BACK ROOM in the DWELLING to the eastward of the Pier, with part of its spacious Verandah. Immediate Possession.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

Also,

A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.

For further particulars, apply to **MEYER & Co.**

Hongkong, March 4, 1879.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to **TURNER & Co.**

Hongkong, August 1, 1878.

TO LET.

FIRST-CLASS OFFICES and GODOWNS, Nos. 54 and 60, Praya Central.

Apply to **WO HANG,** Nos. 6 and 7, Praya West.

Hongkong, January 2, 1879.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL and ATLANTIC STEAMERS.

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. GALLIC will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st day of April, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 31st March. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A Reduction is made on RETURN PASSAGE TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, March 22, 1879. ap1

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO, PONDICHERY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON SATURDAY, the 5th April, 1879, at Noon, the Company's S. S. **AMAZON**, Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 4th April, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, March 25, 1879. ap5

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA will be despatched for San Francisco, via Yokohama, on TUESDAY, the 15th April, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE, a REDUCTION OF TWENTY PER CENT from Regular Rates is granted to OFFICERS of the ARMY and NAVY, and MEMBERS of the CIVIL and CONSULAR SERVICES IN COMMISSION.

Freight will be received on board until 4 p.m., of 14th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Praya Central.

RUSSELL & Co., Agents.

Hongkong, March 21, 1879. ap16

INSURANCES.

ROYAL INSURANCE COMPANY.

THE Underwritten, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOCHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

THE Underwritten, Agents for the above Company, have This Day taken over charge of the Hongkong Agency, and are prepared to grant INSURANCE on MARINE RISKS at Current Rates to all parts of the World.

MEYER & Co., Agents.

Hongkong, February 10, 1879.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underwritten are prepared to grant Policies against FIRE to the extent of £45,000 on Buildings, or on Goods stored thereon, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underwritten are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to **ARNHOLD, KARBURG & Co., Agents, Hongkong & Canton.**

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Kicks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of His Majesty King George The First, A. D. 1720.

THE Underwritten having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000 " Reserve Fund upwards of £120,000 " Annual Income £250,000 "

THE Underwritten have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Underwritten having been appointed AGENTS in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of £50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

MEYER & Co.

Hongkong, August 13, 1878.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH, Secretary.

Hongkong, December 9, 1878.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1805.

CAPITAL £2,000,000.

THE Underwritten, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

THE Underwritten, Agents for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour-Master's Office. 4. From Harbour-Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Company or Agents.	Destination.	Remarks.
Steamers								
Alce	7 h	Bunje	Ger. str.	.....	Mar. 1	.....	South Sea Island	
Bellona	3 c	Alreus	Ger. str.	789	Mar. 26	Stomssen & Co.	Bangkok	To-morrow
Bombay	1 h	.....	Brit. str.	749	Feb. 12	K'wok Acheong	.....
Bowen	4 c	Miller	Brit. str.	1500	Mar. 26	Gibb, Livingston & Co.	Australian Ports	3rd prox.
Cassandra	5 c	Langer	Ger. str.	937	Mar. 21	Stomssen & Co.	S'ragon	To-morrow
Charlton	8 h	Johnson	Brit. str.	786	Mar. 31	Captain	.....
Cheang Hock Kian	.....	Webb	Brit. str.	956	Mar. 14	Bun Hin Chan	Amoy	Sands' Slip
Danube	2 h	Clanchy	Brit. str.	567	Mar. 27	Yuen Fat Hong	Bangkok	3rd prox.
Fame	6 h	Stapani	Brit. str.	117	.....	H. K. & W'pca Dock Co.	.....	Tug Plying
Gaelic	5 c	Kidley	Brit. str.	1712	Mar. 10	O. & O. S. S. Co.	Y'hams & San Francisco	To-morrow
Glencoe	5 h	Gulland	Brit. str.	1900	Mar. 31	Jardine, Matheson & Co.	S'hai & Yokohama	
Kwangtung	6 h	Punchard	Brit. str.	675	Mar. 29	Douglas Lapraik & Co.	Coast Ports	2nd, daylight
Mariveles	.....	Munoz	Spain. str.	425	Mar. 27	Remedios & Co.	Manila	K'loon Dock
Me-li	4 h	Marsden	Chi. str.	181	Mar. 30	C. M. S. N. Co.	Hoihow & Halphong	
Norna	.....	Walker	Brit. str.	606	June 28	K'wok Acheong	.....	Coast Dock
Radnorshire	6 c	Coyenechea	Spain. str.	645	Mar. 20	Remedios & Co.	Manila	K'loon Dock
Sa Gull	5 h	Haydon	Brit. str.	1272	Mar. 22	Gibb, Livingston & Co.	Singapore, &c.	3rd prox.
Sunda	5 c	Reeves	Amer. str.	48	Mar. 24	China Traders' Insurance Co.	.....
Zephyr	1 h	Heuer	Brit. str.	1029	Mar. 26	P. & O. S. N. Co. Russell & Co.	Yokohama	Mails
Sailing Vessels.								
Abbie N. Franklin	4 h	Howes	Amer. bqe.	460	Mar. 6	Captain	.....
B. F. Watson	.....	Howkins	Amer. bqe.	.....	Mar. 8	Butterfield & Swire	.....
Black Hawk	8 c	Boyland	Amer. sh.	1126	Jan. 13	Vogel & Co.	San Francisco	
Carrie Wyman	7 c	Randell	Amer. bqe.	469	Mar. 18	Meyer & Co.	Singapore	
Charmer	4 c	Lucas	Amer. sh.	1333	Jan. 8	Russell & Co.	San Francisco	
Choice	7 c	Harrison	Brit. bqe.	384	Mar. 20	Douglas Lapraik & Co.	Takow	
Clithrum	4 c	Beadle	Brit. sh.	1886	Mar. 9	Vogel & Co.	San Francisco	
Coeran	8 h	.....	Amer. sch.	188	July 18	W. H. Ray	Japan	
Emil Julius	4 c	Jurgensen	Ger. bqe.	501	Mar. 19	Melchers & Co.	.....
Emilio V.	8 c	Merello	Ital. bqe.	724	Mar. 23	D. Musso & Co.	.....
Eperance	7 c	Gullion	Foh. bqe.	272	Mar. 27	Carlowitz & Co.	.....
Formosa	4 c	Burgwaldt	Ger. 3m. so.	282	Feb. 6	Vogel & Co.	Hamburg	
Golden Fleeco	.....	Whitshire	Brit. bqe.	893	Mar. 10	Gilman & Co.	.....	Wanchai Pier
Golden Rule	4 h	Lewis	Amer. sh.	1195	Mar. 7	Vogel & Co.	New York	
Highlander	4 h	Hutchinson	Amer. sh.	1352	June 19	Vogel & Co.	.....
Jacobine	3 h	Bang	Ger. bqe.	417	Mar. 18	Captain	.....
Johann Schmidt	1 c	Ewert	Ger. bqe.	386	Mar. 18	Meyer & Co.	.....
Louisa	2 c	Sische	Ger. bqe.	453	Mar. 30	Melchers & Co.	Tientsin	
Mangerton	.....	Simons	Brit. sch.	280	Mar. 19	Gilman & Co.	.....
Margula of Argilla	3 c	Thompson	Brit. bqe.	350	Mar. 19	Wielor & Co.	Haiphong	
Nehemiah Gibson	1 c	McKee	Brit. bqe.	500	Dec. 24	Rozario & Co.	Bangkok	
Penobscot	4 c	Bradford	Amer. bqe.	741	Feb. 23	Russell & Co.	Singapore	
Oneida	5 h	Chipman	Amer. bqe.	1183	Feb. 23	Butterfield & Swire	San Francisco	
Orange Grove	.....	Olmya	Brit. sh.	2293	Mar. 15	Captain	.....
Republic	8 c	Longmuir	Brit. bqe.	385	Mar. 1	Geo. R. Stevens & Co.	.....
Stillman B. Allen	8 c	Holmes	Amer. sh.	1361	Mar. 9	Captain	Honolulu	
Stracathro	4 c	Taylor	Amer. bqe.	586	Jan. 26	Vogel & Co.	Portland (Oregon)	
Strathmore	4 c	Miller	Brit. bqe.	1159	Dec. 17	Vogel & Co.	London	
Sumarilde	4 c	Hemsworth	Brit. bqe.	800	Dec. 21	Captain	Hollo	
Sumatra	4 c	Tobiasen	Norw. sh.	943	Jan. 9	Vogel & Co.	London	
Thos. A. Goddard	3 h	Clough	Amer. sh.	1090	Sept. 5	Russell & Co.	.....
Thomas Fletcher	3 c	Smith	Amer. bqe.	682	Jan. 9	Russell & Co.	New York	
Uranos	7 c	Pendleton	Amer. bqe.	645	Feb. 23	Captain	Victoria (V. I.)	
W. H. Holcomb	.....	Berg	Norw. bqe.	490	Mar. 20	Arnhold, Karberg & Co.	Bangkok	
.....	.....	Dunton	Amer. bqe.	968	Mar. 28	Rozario & Co.	.....	Coast Dock
WHAMPOA								
Friedrich	.....	Bertelsen	Ger. 3m. so.	295	Mar. 8	Wielor & Co.	Tientsin	
Johann Friedrich	.....	Kroncke	Ger. bg.	242	Mar. 31	Wielor & Co.	.....
Lota	.....	Dudheid	Brit. bqe.	472	Mar. 17	Order	Choofoo & Newchwang	
CANTON								
Amoy	.....	Drowen	Brit. str.	314	Mar. 28	Stomssen & Co.	Shanghai	